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CENTRAL INTELLIGENCE AGENCY

**REPORT NO.**

## **INFORMATION REPORT**

CD NO. 25X1A

COUNTRY Germany (Russian Zone)

DATE DISTR. 30 July 1951

**SUBJECT** Büro für Wirtschaftsfragen beim Ministerpräsidenten (BfW): Transactions with the Horch Works

NO. OF PAGES 2

25X1A

**NO. OF ENCLS.  
(LISTED BELOW)**

DATE OF  
INFO.

25X1A

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[REDACTED] the Horch "PKW HI" was inspected by officials of the Büro für Wirtschaftsfragen. The vehicle was tested out very thoroughly on all gears, both on soft ground and on moist, as well as on various inclines, on bad roads, and on newly-ploughed land. It was found to be thoroughly satisfactory in all requirements. The car's wheelbase, shorter than that of the Horch Type 901 permitted it a better cross-country performance than the Type 901, because the ground clearance was better. The test run took an hour, at the end of which no appreciable heating up had occurred, although the method of testing (by hand) was primitive.

2. The Horch people said they would only be able to guarantee the car after they had tested it exhaustively over mountainous countryside. It was agreed that such a test should be carried out by the Horch works, over a distance of 3-400 km.
  3. The following alterations in the III were ordered by the BfW:
    - a. Holder for a gas can to be provided on each front fender. Reason - reserve gasoline not to be carried in the trunk because that will be needed for the radio.
    - b. The gas tank feed pipe to be so adapted that gas can be poured in from a jerrycan without loss. Reason - saving of special funnel.
    - c. The floorboards and the door to the truck are to have a square hole. Reason - easily removable - less tools.
    - d. The engine is to have Group One screening. Reason - the car is to have a radio set.
    - e. Four rifle holders are to be provided loose, not already attached to the vehicle.

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-2-

- f. The map pocket at the side of the driver is to be sunk lower down to the floor. Reason - more comfortable.
- g. The spot-light to be reversible. Reason - forwards for the road, backwards for the interior.
- h. A fire extinguisher to be provided.

Whether the side entries, which now are canvas-covered, will have actual doors in the future is not yet decided.

- 4. The account for the first car was not ready on 22 March, but will be presented soon to the BfW. Only 30 "III" cars can be produced for the BfW, and it will be difficult even to produce that number, since five of the same type are already to be delivered to the Wismuth AG. Horch calculates that it will take at least six months to produce the 29 remaining on order by the BfW.
  - 5. There are very few spare parts available for the "I", and no reserve at all of engines.
  - 6. With regard to the delivery of diesel engines by Horch for patrol boats (Streckenboote) for the HVdVP before the end of July 1951, the BfW decided the following:
    - a. The Horch H3 motor is unsuitable (too weak).
    - b. The Horch H6 motor is suitable, but before 1952 more than 20 engines could not be delivered. Since the engine is not yet in production (it has yet to be tested for brakes, horsepower, crankshaft etc.) delivery of any parts cannot be expected before August 1951.
- It was suggested the BfW seek importation of diesel engines from the Skoda and Tatra works in Czechoslovakia (import on dollar basis).
- 7. Two thousand H242 cylinder blocks lie at the moment awaiting scrapping at the Horch works. Apparently they were intended for the first series of Horch 3, which had a Maybach diesel motor. For this series about 900 LKW were assembled from available parts. Horch has naturally kept a large number of these cylinder blocks for exchange with running vehicles, but about 2000 cylinder blocks are lying about useless, and cannot be installed in the cars.
  - 8. No more parts are available for the Horch three-ton tractor. The production of new models is impossible, as the necessary machine tools are not available.
  - 9. Horch has an export order with China for the delivery of mobile workshops for vehicles. They are too large for police purposes.

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